

## SECTION 20D.40 DESIGN STANDARDS

### 20D.40.10-020 Scope and Authority.

- (1) Scope. ~~RCDG 20D.40 contains~~ There are three-two sets of design standards: City-wide design standards, and City Center Downtown design standards, ~~and historic design subarea standards.~~
- (a) City-wide design standards (RCDG 20D.40.15) apply to applications-developments requiring design review that are located throughout the City and include the ~~City CenterDowntown~~ districts.
- (b) The ~~City CenterDowntown~~ is divided into design areasseveral districts. The applicable design-~~areas~~ standards for Downtown (RCDG 20D.40.100) and the City-wide design standards (RCDG 20D.40.15) ~~shall~~ apply to applications-developments requiring design review that are located within the City CenterDowntown neighborhood.
- ~~(c) Historic design subarea standards (RCDG 20D.40.150) shall apply to this subarea within the Old Town design district in addition to design standards in subsections (1)(a) and (b) of this section. Where the City wide or City Center design standards conflict, the historic design subarea guidelines shall prevail.~~

Historic district combined with Old Town standards.

### 20D.40.40-020 Signs and Street Graphics.

#### (1) Intent.

- (a) Signs should be used primarily for the purpose of identification or conveying recognition of a particular development.
- (b) Signs should be consistent with building design and surrounding structures, and be appropriate to the type of activity to which they pertain. Design elements, such as the size, shape, materials, lighting, color, lettering style, and the number and arrangement of signs should present a professional appearance and quality of permanence.

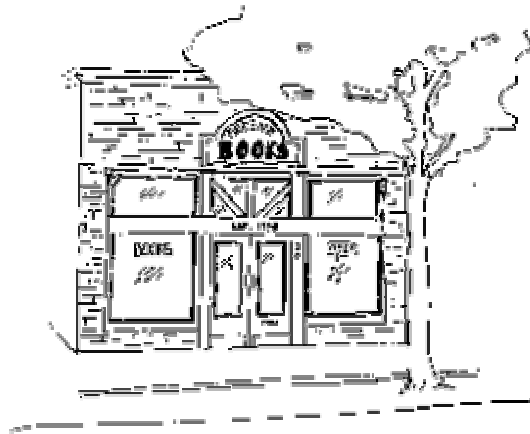


Figure 55: Sign Criteria (1)(b) and (1)(c) of this section.  
This is an example of the sign designed to be  
compatible with the overall building.

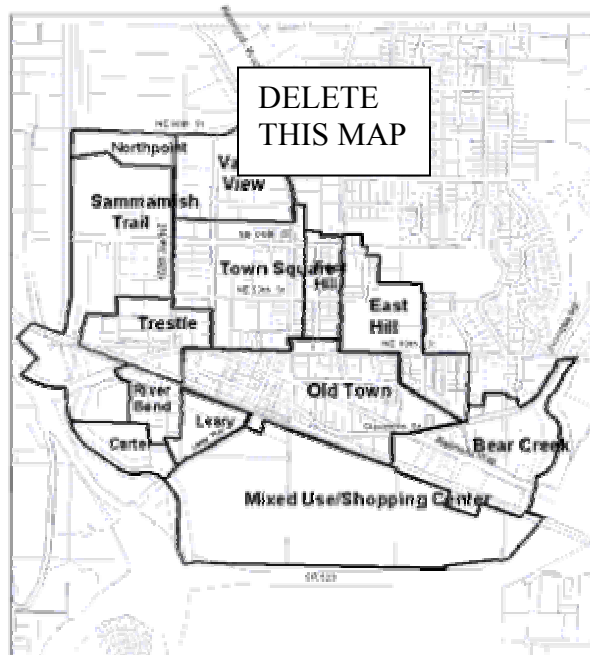
- (c) The shape of a sign should strive for simplicity with all elements constituting an integrated design with the building and landscaping.
- (d) A sign must be legible.
- (e) The scale of a sign should be in proportion with the building or site to which it pertains.  
Where multiple tenants are involved, signs should be proportionate to the size of the tenant space. For example, an anchor tenant can have the largest sign in a strip mall.
- (f) The number of signs should be minimized in order to avoid visual clutter.
- (g) Sign programs should be adhered to unless:
  - (i) Special circumstances can be substantiated for an individual tenant to deviate from the standard requirements.
  - (ii) Adherence would be out of character with a historic design subarea or a historic landmark.
- (h) A sign should be an understatement in relation to the building and site the sign is identifying. Conversely, a sign should not overshadow its building or surroundings.
- (i) For historic landmarks ~~and their historic design subareas~~Old Town district, signs should be consistent with historic character of the landmark and/or district, -and should not obscure significant features.

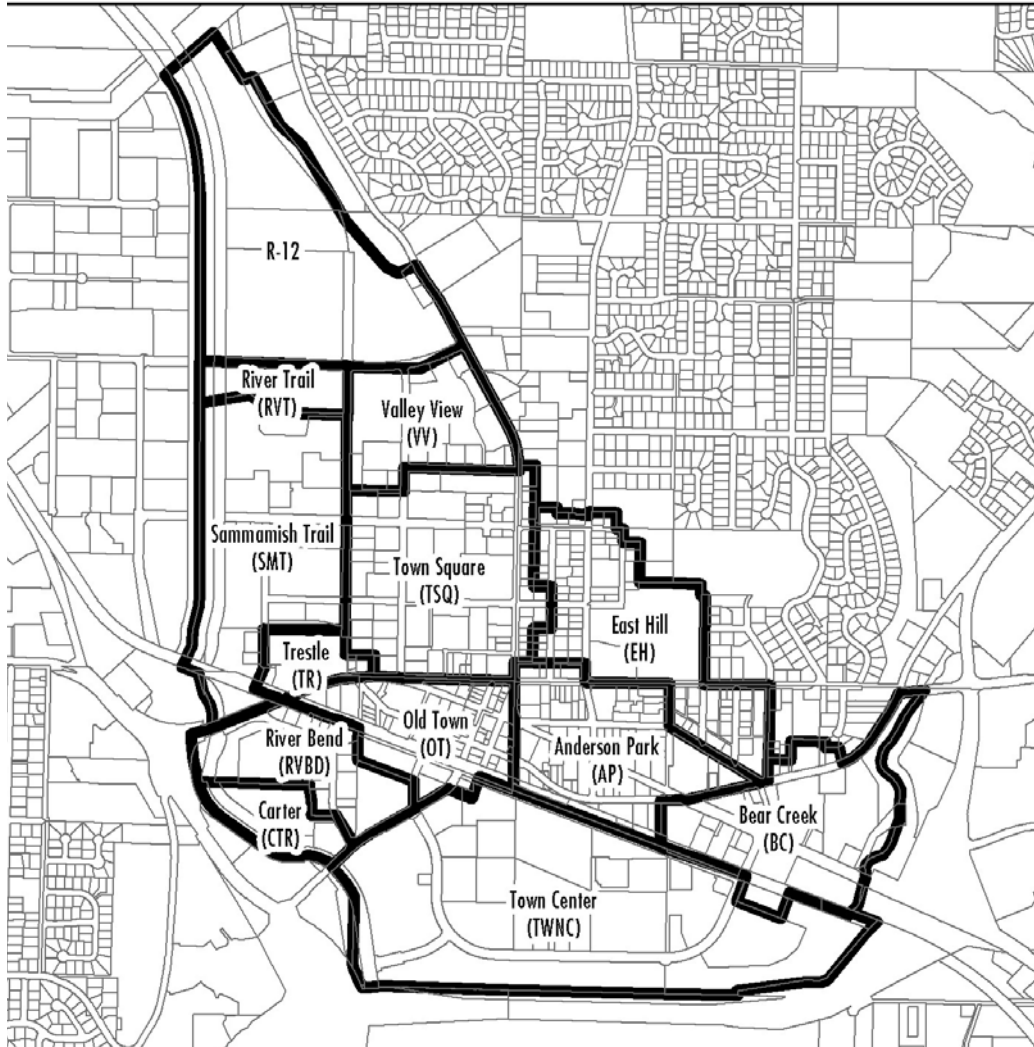
## 20D.40.100 ~~City Center~~Downtown Design Standards.

### 20D.40.100-010 Purpose.

The purpose of this section is to ~~create guidelines~~establish design criteria for ~~the development of the properties in the Downtown neighborhood~~ City Center Design Areas that ~~are~~ will guide development to be attractive in appearance ~~and,~~ functionally integrated, and to promote pedestrian and recreational activities within the neighborhood.

Each ~~design area~~district is related to the other through circulation, building scale and open space relationships. The design criteria for the ~~design areas~~districts are intended to identify general objectives and specific guidelines that will implement the objectives.





Map of the **City-Center Downtown Design Areas/Districts**.

(Ord. 1993)

**20D.40.105 Uses/Buildings Along Burlington Northern Santa Fe (BNSF) Right-of-Way (ROW)**

**20D.40.105 – 010 Intent**

As the BNSF ROW is foreseen to be improved as part of the open space and trail system for Downtown and may also be reactivated for rail use in the future, the intent of this section is to ensure that buildings and uses along the ROW are designed to engage with, and provide, access to the ROW while also ensuring that uses do not hamper rail use in the future if the rail line is reactivated.



**20D.40.105 – 020 Design Criteria**

**(1) Building Orientation and Access.**

- (a) Buildings along the BNSF ROW should orient to the ROW as well as to the streets, and should include storefronts and entrances to, and through, the building from the ROW/future trail.**
- (b) Service areas and mechanical equipment along the BNSF ROW shall be screened with site amenities, architectural elements and/or landscaping.**

**(2) Site and Building Design.**

- (a) Where a site adjoins the BNSF ROW, the development shall complement the ROW with connecting landscaping, plazas, and other pedestrian features.**
- (b) New structures should incorporate structured parking and/or mechanical stacked parking systems inside garages. Parking garages facing the ROW should be attractively designed with ornamental grille work in garage openings or other architectural features on solid walls to ensure that blank, sterile walls do not loom over the ROW.**
- (c) Attractive, high quality, building materials and architectural detailing shall be included on all sides of the buildings, including the facades visible from the ROW.**

**20D.40.107 Development Along Downtown Shorelines and Parks.**

**20D.40.107 – 010 Intent.**

- (1) The shorelines and associated parklands of the Sammamish River and Bear Creek are assets to the Downtown neighborhood that should be enhanced, enjoyed and highlighted.**
- (2) Development and uses along these water bodies and next to their associated parklands should add to the attractiveness of the natural features and open spaces.**
- (3) In addition to the design standards established for the individual districts, these criteria shall apply to Downtown properties that are in the Shoreline Jurisdiction and Downtown properties that adjoin parklands that are in the Shoreline Jurisdiction**

**20D.40.107 – 020 Design Criteria.**

**(1) Building Orientation and Access.**

- (a) Development and uses adjoining the Sammamish River, Bear Creek, and their associated parklands shall provide convenient pedestrian access through the site to these features.**

(b) When buildings are within 100 feet of a property line of a waterway or park, building entrances, balconies, and other such building features shall be provided on the facades fronting the waterways or parks to enable users of the buildings to interrelate with the natural features and parks.

(c) Buildings next to trails and walkways along waterways and parks shall incorporate pedestrian scaled/friendly architectural features on the facades facing the trails/pathways.

(2) Site and Building Design.

(a) Where a site adjoins a park, the development shall complement the park with connecting landscaping, plazas, and other pedestrian features.

(b) Parking facilities next to parks and waterways shall be screened by natural looking landscape buffers with tall trees and understory vegetation between the parking facilities and the parks or shoreline. Planter widths for these screening buffer areas shall be no less than 30 feet wide to accommodate the plant materials in a natural looking planting pattern.

(c) When surface stormwater facilities are placed near the shorelines and parks, they shall be designed as attractive and naturally occurring ponds and amenities rather than barriers between the use and the shoreline or park.

(d) Building height is encouraged to be modulated on sites next to shorelines and their associated parks, with lower portions of buildings being adjacent to the trails/parks and taller portions being beyond the Shoreline jurisdiction.

**20D.40.110 Valley View, Bear Creek and Trestle ~~Design Areas~~Districts.**

**20D.40.110-010 Intent.**

(1) The intent of these districts is to provide for everyday, basic shopping needs and services such as groceries, pharmacies, and other convenience retail goods and services. Development and redevelopment in these districts should be compatible with the goal of meeting the shopping and service needs of the community and surroundings, as well as with the long term vision of encouraging a more pedestrian-supportive, mixed-use environment in these districts. As the three districts are located at the three entry points to the Downtown neighborhood, development and redevelopment of buildings and centers at these gateways should enhance the visual appeal of these entrances to the Downtown.

~~Create a lower-scale suburban commercial area oriented to safe automobile access:~~

~~(2) Provide visibility and access from automobiles while maintaining adequate landscaping and screening.~~

~~(3) Develop features such as signs and artwork that identify the entrance to the City Center and provide a unifying visual theme for the area. (Ord. 1993)~~

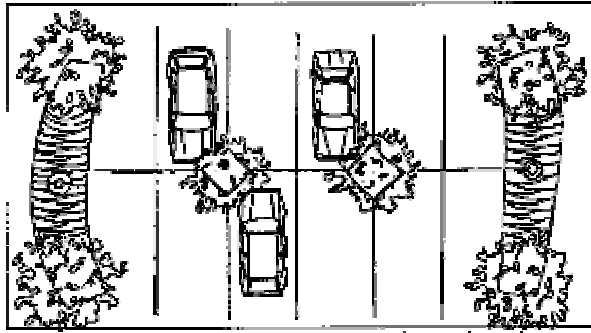
**20D.40.110-020 Design Criteria.**

**(1) Building Orientation and Access.**

- (a) Buildings are not required to be sited on the pedestrian system, but ~~should~~ shall provide safe and accessible pedestrian connections to it.
- (b) Service areas and rear entrances ~~should~~ shall not be oriented to public areas.
- (c) Orient buildings toward the streets and locate parking on the side or rear whenever possible.

**(2) Building and Site Design.**

- (a) Develop sign programs to coordinate and consolidate signs in order to increase visibility from automobiles and minimize visual clutter.
- (b) Minimize elements in signs such as colors that are too brilliant or other features that would distract from the entry feature.
- (c) Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.
- (d) Parking lots should be landscaped to screen parking from street views. ~~and provide visual relief from large asphalt surfaces.~~
- (e) Building and site design of properties located at the entrances to Downtown shall also orient facades, open space, and pedestrian features towards the streets in order to enhance the gateway nature of the sites.
- (f) One tree for every four parking stalls and landscape planting areas shall be provided to provide visual relief from large asphalt areas, shade pavement, and reduce impervious surface area.



Requirements for parking lot landscaping should be one tree for every four parking spaces. Like this.



Existing strip mall parking lot. Not this.

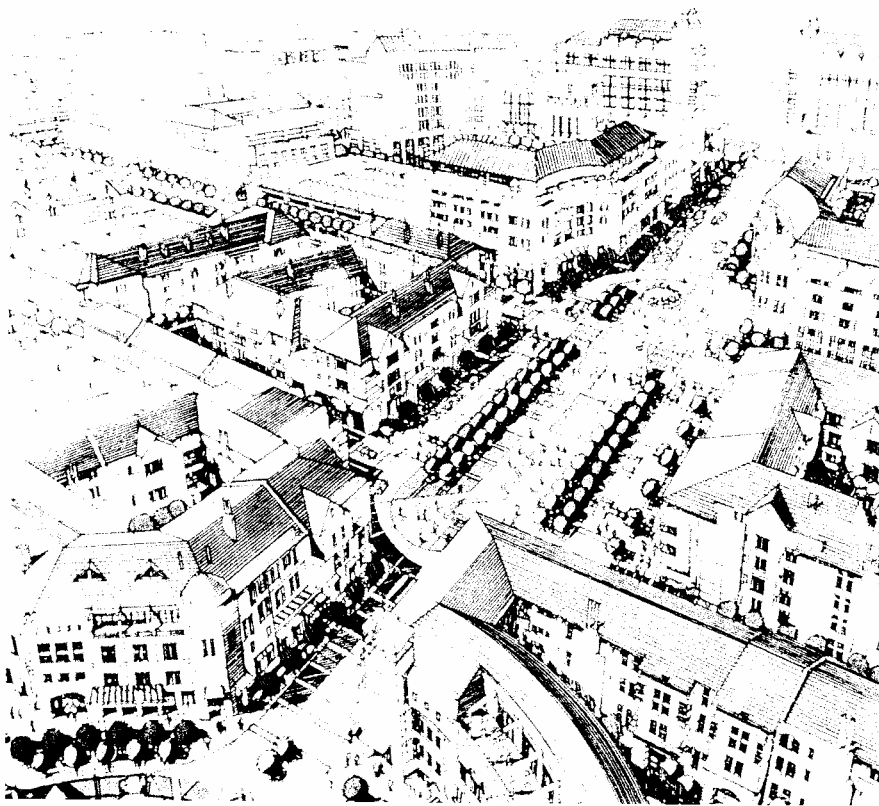


The existing strip mall parking lot retrofit with new landscape installation of one tree for every four parking spaces.

- (eg) Pedestrian access from parking areas should be safe and clearly defined.
- (fh) Landscaped medians should be provided where access and traffic movements allow.
- (gi) Conflict between pedestrians and automobiles should be avoided by minimizing vehicle crossings of pedestrian access ways. (Ord. 1993)

(3) Mixed-Use Villages. Development proposals in these districts may be allowed increased building height, to a maximum of 4 stories, provided the proposal meets the following criteria:

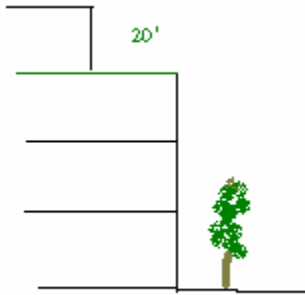
- (a) The site must be a minimum of 2 acres in area.
- (b) The site plan and conceptual building elevations demonstrate there will be creation of a traditional downtown pattern by providing new internal streets with curbside parking, street trees, and buildings fronting on street sidewalks and plazas. Within these developments, new internal streets and pathways shall be provided approximately every 300 feet to establish/enhance a finer urban grid between existing Downtown streets bounding the sites. See conceptual example below.



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CONCEPT OF MIXED-USE VILLAGE

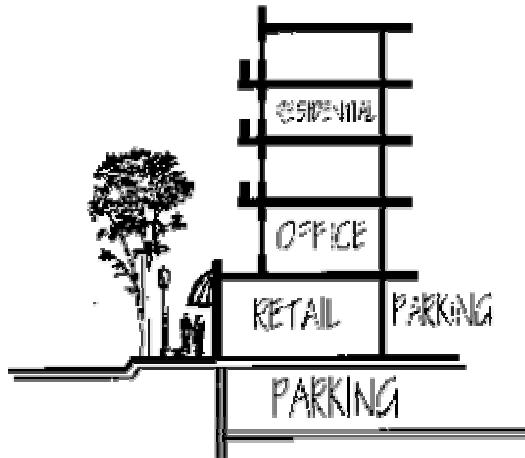
- (c) On sites that include existing grocery stores, pharmacies, and other convenience retail uses meeting daily needs, spaces for such uses shall be provided in the new development proposal. Retention of grocery stores is of the highest priority.
- (d) Buildings taller than 3 stories fronting on existing public streets shall include building height modulation to reduce building scale at the street edge. Upper floors, higher than 3 stories, shall be setback 20 feet from the main building face.



(e) In areas where a street roadway may be more than 1 story above the ground floor elevation of a building because of topography, such as the southwest corner of NE 90<sup>th</sup> Street and Woodinville-Redmond Road, building height may be increased to a maximum of 5 stories on the lower side of the site, provided the height of the building does not exceed 4 stories along the higher street elevation and provided the net developable floor area of the property covered by the conceptual master plan does not exceed the floor area allowed by the maximum building height of 4 stories.

**20D.40.115 Sammamish Trail, Anderson Park, and Town Square ~~Design Areas~~Districts.**  
**20D.40.115-010 Intent.**

- (1) These ~~design areas~~districts are intended to provide areas of greater ~~structural~~ density adjacent to the retail core of Old Town and to promote high levels of economic and pedestrian activity foster the evolution of mixed-use residential/office neighborhoods in an attractive, high quality, pedestrian friendly environment within walking distance of daily retail and recreational opportunities, and transit services. ~~These areas will provide transition from the auto-oriented convenience areas to the pedestrian core.~~
- (2) Density and building mass-height are increased in the Town Square District Design Area nearest the center of ~~the City Center Downtown district~~ to encourage development of ~~office-type~~ structures of larger scale and size. Structured parking is encouraged as heights increase over four stories to reduce the impact of on-site parking and allow greater open space at the ground level. Retail uses are also encouraged at ground floor levels to further encourage pedestrian activity.

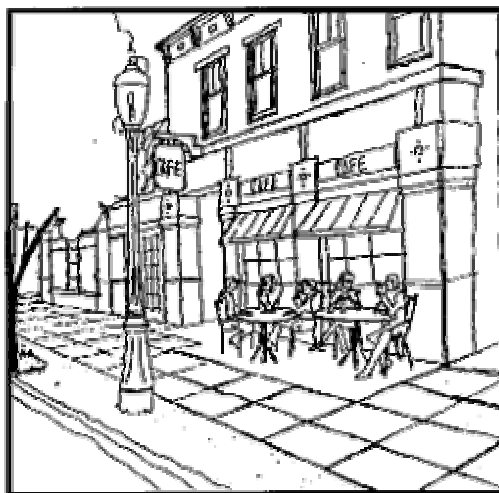


- (3) Heights and density are moderated in peripheral areas of the Town Square district to ~~promote a more suburban setting~~ complement and transition with the adjoining adjacent to residential and convenience shopping areas. (Ord. 1993)

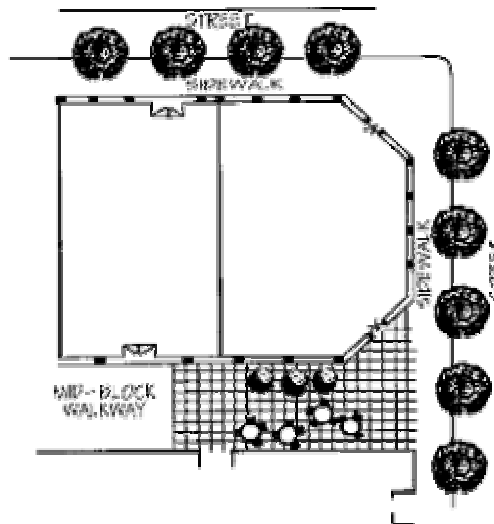
**20D.40.115-020 Design Criteria.**

**(1) Building Orientation and Access.**

- (a) Buildings should abut the pedestrian system on at least one side. Buildings fronting on Type V pedestrian segments streets per RCDG 20C.40.105, City Center Downtown Pedestrian System, shall abut the street front sidewalk and orient the primary entrance, or entrances, toward the street.



- (b) Vehicle access should be designed to minimize interaction of vehicles with pedestrians particularly in relation to the pedestrian system or should be screened with pedestrian amenities.
- (c) Parking structures should not front on the internal block connections of the pedestrian system or should be screened with pedestrian amenities such as art work, trellises, awnings, benches, and the like.
- (d) Driveway openings to arterials should be minimized.
- (e) When ground-floor commercial spaces abut mid-block pedestrian connections, entrances to the commercial spaces should be oriented toward the mid block connections as well as toward the streets. The area alongside the required mid-block sidewalk should be developed as a usable plaza with a combination of hardscapes, planters and seating areas.



- (f) Buildings with ground floor residential uses should be set back an additional 6 feet from the minimum required sidewalk along the street, per the Pedestrian System Map 20C.40.105, to ensure that there is adequate separation from the ground floor unit and pedestrian way. The finished floor of the ground floor residential units should be elevated at least 3 feet above sidewalk grade to provide additional privacy for the residences at the street level. See example below.





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LIKE THIS



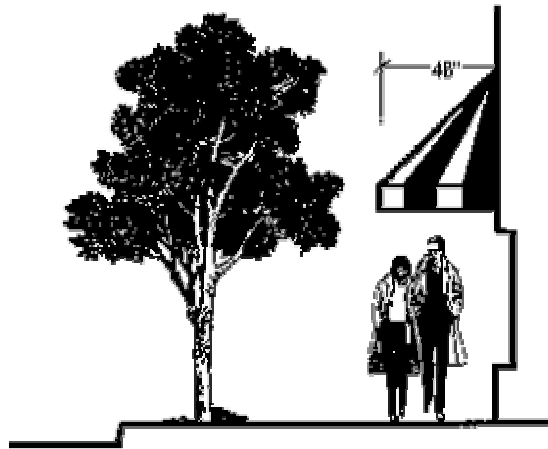
NOT LIKE THIS

(2) Building and Site Design.

- (a) Buildings should be sited in a manner compatible with adjacent buildings and the streetscape. Consideration should be given to size and height relationships with adjacent buildings.
- (b) Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.
- (c) Landscaping should be designed with consideration of shade and sun; plazas and outdoor areas should be oriented to sunlight.
- (d) Outdoor and ground-floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities and other features of interest to pedestrians.
- (e) Taller buildings (above 5 stories) should have adequate separation to maintain a sense of openness, adequate light, and views.
- (f) Buildings materials shall be visually appealing, high quality, and durable. A high proportion of exterior building materials should be materials such as brick, stone, and

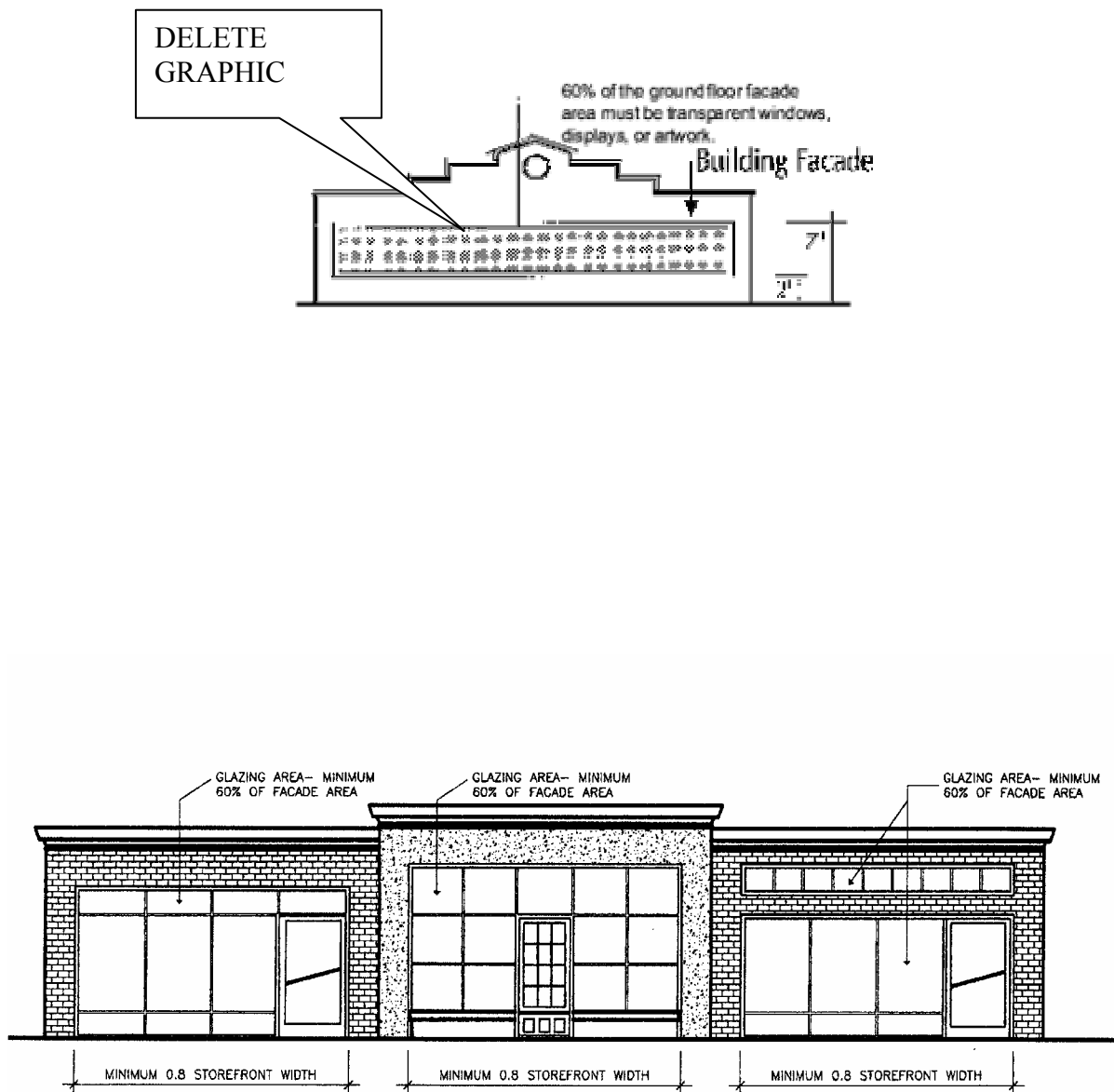
masonry. Buildings ~~should be constructed of~~ materials and colors that should minimize light reflection and glare.

- (g) Facades should be divided into increments through the use of architectural features such as bay windows, offsets, recesses and other devices which break or minimize scale.
- (h) Rooftops should incorporate features that soften rectilinear forms and effectively screen mechanical equipment from view.
- (i) Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting on Type V pedestrian system segments should provide pedestrian weather protection by way of awnings and overhangs, a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements on adjoining buildings. Materials and design should engender qualities of permanence and appeal.



- (j) ~~Allow for~~Provide a variety~~ies~~ of shapes, angles and reliefs in the upper stories of structures over four stories.
- (k) For non-residential ground floor uses, Windows-windows, rather than blank walls, shall be provided on the street level ~~rather than blank walls~~ to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60 percent of ground floor facades facing streets shall be in nonreflective, transparent glazing. Where windows cannot be provided, artwork in window boxes may be used with development review approval. A minimum of 80% of the length of the store front, and a total of 60% of the store front area, facing streets shall be in non-reflective, transparent glazing.

- (i) Activities and merchandise in the tenant spaces shall be visible through storefront windows. Semi-public spaces such as reception areas, cash register areas, merchandise displays, dining rooms, etc. should be located along the storefront while storage areas, private offices, kitchens and other spaces that need zero visibility from the street should be located at the rear of the tenant spaces.
- (ii) Storefront windows of retail and commercial tenant spaces, as well as corner spaces, shall not be blocked with semi-transparent or opaque materials such as films, posters, drapery or other means that do not enhance the pedestrian experience. Display panels may be installed behind a storefront window if they are set back a minimum of three feet from the face of the storefront.





LIKE THIS

(l) Column and bay spacing along street fronts should be provided no greater than 30 feet apart in order to maintain a pedestrian-oriented scale and rhythm.

(m) Trails – Bicycle. Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

~~(n) Trails—Equestrian. Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails.~~

~~(o) Parking lot and security lighting shall be screened by buildings and other means to avoid light intrusion onto the adjacent river. (Ord. 1993)~~

**20D.40.120 RIVER BEND DISTRICT**

MOVE RIVER BEND HERE. SEE  
20D.40.130 BELOW.

~~Old Town RESERVE  
20D.40.120-010 Intent:~~

INCORPORATED INTO 20C.40.150 OLD  
TOWN/HISTORIC DESIGN AREA

~~(1) “Historic character” in the Old Town Design Area refers to the wide variety of architectural styles which are representative of Redmond’s history from the late 19th century through early 20th century, and which incorporate building materials and architectural treatments typically used during that period. Within the design concept of “historic character”, one specific period or style of architecture is not dominant or thematic.~~

~~(2) The design concept of “historic character” also encompasses the primary orientation of the built environment to the human or pedestrian scale. Historically, this was accomplished by the use of moderate building heights (two to three stories), minimal setbacks from the pedestrian right of way and ground floor accessibility.~~

~~(Ord. 1993)~~

~~20D.40.120-015 Historic Design Subarea.\*~~

~~\*Code reviser’s note: Ordinance 2080, Section 9, adopted September 19, 2000, provides that this map shall not have regulatory effect until design standards are adopted for the subarea.~~

~~(Ord. 2080)~~



~~20D.40.120-020 Design Criteria:~~

~~(1) General:~~

- ~~(a) Repair, renovation and new construction should retain the character of Old Town. This may be achieved by assuring that development meets the general requirements, and fits the special characteristics of this design area.~~
- ~~(b) New buildings must relate in material, scale, and form. Contemporary designs that are harmonious with the surrounding environment in Old Town in terms of scale, materials, and color may be acceptable.~~
- ~~(c) Buildings and facades should be brick, stone, or wood. In all design there should be emphasis upon the quality of detail and special form in: window treatments, columns, eaves, cornices, lighting, signing, etc. Building facades should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels.~~
- ~~(d) Buildings and the spaces between should relate easily and openly to the external public areas.~~
- ~~(e) The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged.~~
- ~~(f) The development of ground level viewpoints as well as public balcony and roof spaces that take advantage of solar access and views is encouraged.~~

~~(2) Physical Features:~~

~~(a) Permanent Building Elements:~~

- ~~(i) Buildings should be a backdrop to the Old Town activities. New or physical change will be evaluated for the effect on the design area. The integrity of a building as an individual structure or as part of a series of buildings should be respected.~~
- ~~(ii) The main architectural elements should not be altered or disguised. Buildings as a whole should be seen as significant architectural elements.~~
- ~~(iii) Exterior building surfaces above the first level and the primary architectural elements below the marquee such as columns, arches, rails are important elements to be considered in the building design and entry areas.~~
- ~~(iv) The exteriors of significant historic buildings should be carefully restored and maintained. Other buildings should be related to the historic ones in terms of scale, proportion of openings, materials, and color.~~

~~(b) Pedestrian/Customer Elements:~~

- ~~(i) Awnings, Sunshades, and Canopies. Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the historic character of the area. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.~~
- ~~(ii) Trees, Plants, and Flowers. The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.~~
- ~~(iii) Street Lighting. Street lighting should relate in scale to the pedestrian characters of the area. The design of the light standards and luminaries should enhance an historic theme.~~
- ~~(iv) Street Furniture. Public seating, trash receptacles, and informational/directional kiosks should be of uniform design and be provided throughout Old Town.~~
- ~~(v) Sidewalks. Paving of sidewalks and other pedestrian rights of way should be safe and constructed of a uniform material that is compatible with the historic pedestrian character. The private use of sidewalk rights of way areas may be appropriate for seasonal cafe seating or special displays.~~

~~(c) Merchant Related Elements:~~

~~(i) Storefronts:~~

- ~~(A) Storefronts should be visually open wherever practical. Stores should use enough glass so that the activity inside the store is obvious to the passerby. In all cases merchandise should be easily visible to pedestrians.~~
- ~~(B) Storefronts should not depart from the character of the building facade of which they are a part.~~
- ~~(C) Storefronts should be brick, wood, or stone where glass is not used. Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.~~

~~(ii) Signs:~~

- ~~(A) Signs will be evaluated according to the overall impact, size, shape, texture, lettering style, method of attachment, color, and lighting in relation to use, the building and street where the sign will be located, and the relationship of the sign to other signs and other buildings in the vicinity. Adherence to or enhancement of sight lines both parallel and perpendicular to the sidewalks will be considered. The primary reference will be to the average pedestrian's eye-level view, although~~



~~views into or down the street from adjacent buildings should be an integral feature of any review.~~

~~(B) Signs should be simple, clear, and direct. Generally, single-faced, flat-surfaced, painted signs are preferred. Extruded aluminum or plastic signs may not be appropriate. Careful use of neon may be acceptable. One of the many standard lettering styles should be used.~~

~~(C) Signs should not hide or obscure the architectural elements of the building.~~

~~(D) Exterior signs should be flat against the building, painted on it, or hung from the underside of the marquee, perpendicular to the sidewalk. Signs attached to the edge of the marquee should not extend above the marquee's upper edge.~~

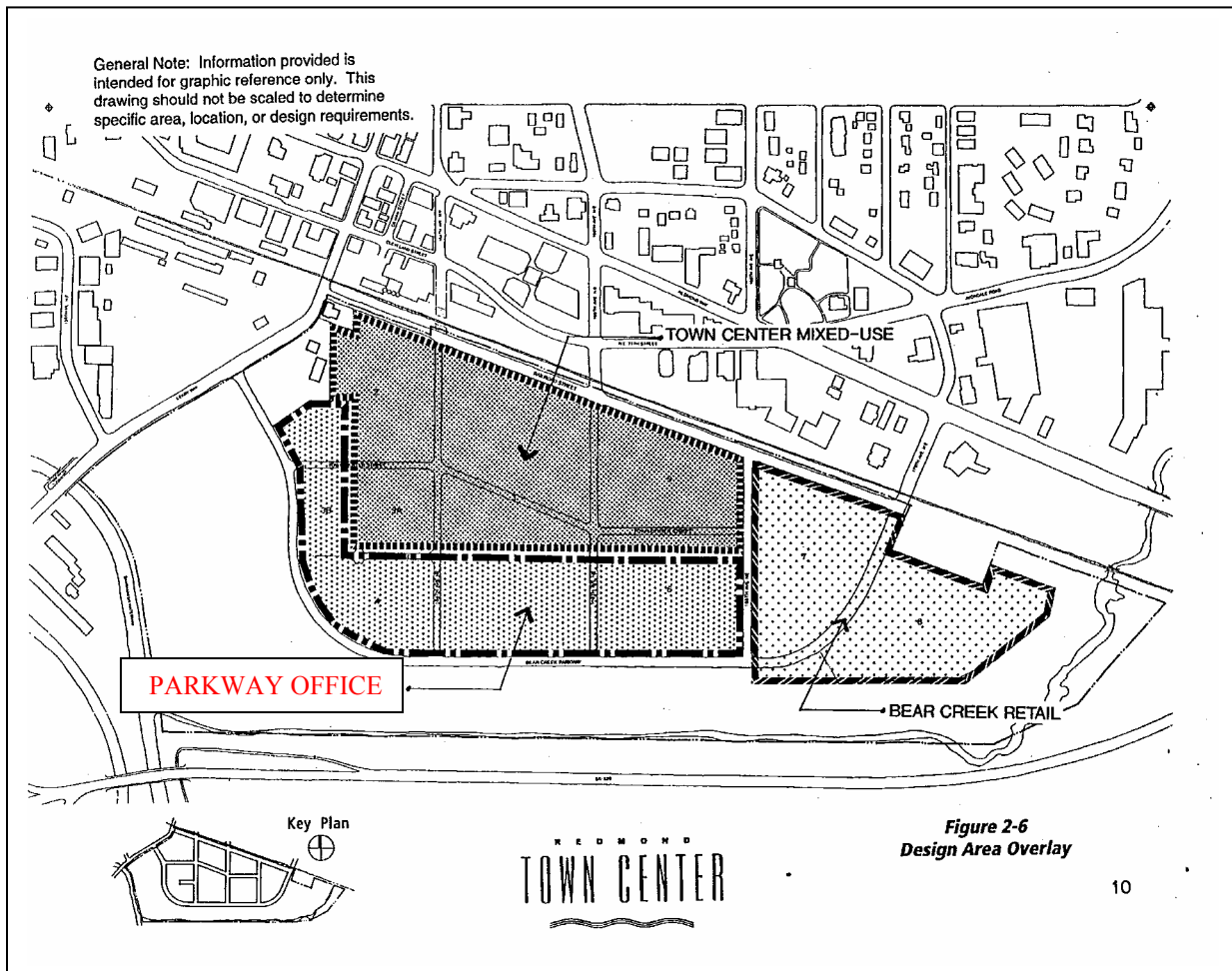
~~(E) Projecting, double-faced or three-dimensional signs may be allowed if they are integrated into the overall streetscape and do not destroy sight lines. Symbolic three-dimensional signs such as a shaving mug, barber pole, pawn shop symbol, or other symbols illustrating the product being sold on the premises are acceptable provided they meet other sign guidelines. When possible, signs should reflect the character and the use within the structure.~~

~~(F) Sign lighting should be energy efficient. (Ord. 1993)~~

**20D.40.125 ~~Mixed Use/Shopping Town~~ Center ~~Design Area~~ District.**

**20D.40.125-010 Intent.**

(1) The ~~Mixed Use Town~~ Center ~~Design Area~~ District ~~shall~~ consists of three sub-areas as shown and described below follows:



- (a) Mixed-Use Retail The Town Center Mixed-Use area design concept stresses a pedestrian oriented, open-air complex that mirrors the existing downtown-Old Town transportation network and the architectural character and scale of the historic portion of the downtown Downtown neighborhood. Primary design features for the Mixed-Use Retail-Town Center Mixed-Use area include storefronts along roadways, curbside parking, pedestrian plazas, and sidewalk designs that integrate into building architecture. (See Figures 1, 6, and 7.)

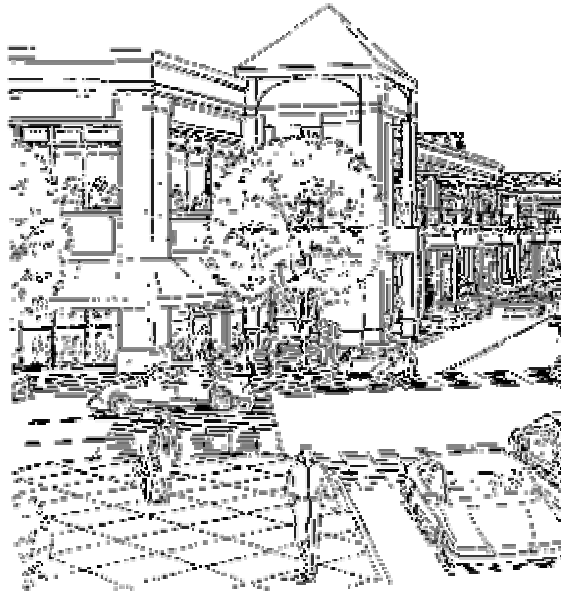


Figure 1

- (ib) The Parkway Office-Park area design concept features multilevel office buildings and an urban gateway facing SR 520. Building height, location, and architectural character is-are intended to create a strong urban perimeter and a varied urban texture connecting the site with the downtownDowntown. (See Figure 2.)



Figure 2

- (iic) Bear Creek Retail area is-planned-provides for auto-oriented retail tenants. The freestanding buildings with surface parking would-beare distinct from the other two areas. However, architectural character, featured design elements, and pedestrian linkages are-intended-to incorporate a design commonalty with the rest of the site. (See Figure 3.)



Figure 3

- (b2) Gateway to Downtown. The Parkway Office design area also functions as a gateway to the City from SR 520. Development in this area should complement the other components of this gateway, Marymoor Park, and Bear Creek, by providing attractive, interesting urban activity. Development should be consistent with the natural environment by minimizing glare, providing indirect lighting, avoiding intense signage, and providing a soft edge where the urban and natural environments meet. (See Figure 4.)



Figure 4

- (e3) Downtown Integration. Connection to existing roads including landscape treatment, road surface, sidewalk size and placement should respect and extend the existing grid system, streetscape, and character consistent with current standards and regulations. Development in the design area should further City goals for the following sub-areas:
- (ia) Leary Way. Leary Way between the Sammamish River and the Burlington Northern Railroad tracks-BNSF right-of-way should remain as a “green gateway” to the City of Redmond.

(~~ii~~b) Northern Boundary – Leary Way to 164th. Building siting should maintain continuity of building frontage in order to integrate new development with Old Town ~~Design District~~district.

(~~iii~~c) Northern Boundary – Leary Way to 170th Avenue.

(~~A~~i) This area should provide linkage capability between existing public roadways north of ~~BNSF right-of-way Burlington Northern Railroad~~ and private roadways south of same. These new alignments should provide extension of the established visual corridors.

(~~B~~ii) New connections on the site to existing north/south roads in this area should be compatible with the character of the existing older improvements.

(~~C~~iii) Retail buildings located at the northern edge of the site within the ~~Mixed-Use Retail-Town Center Mixed-Use~~ area will establish functional and visual continuity with the downtown. The character of the new buildings will be compatible with older existing buildings. (See Figures 5 and 8.)

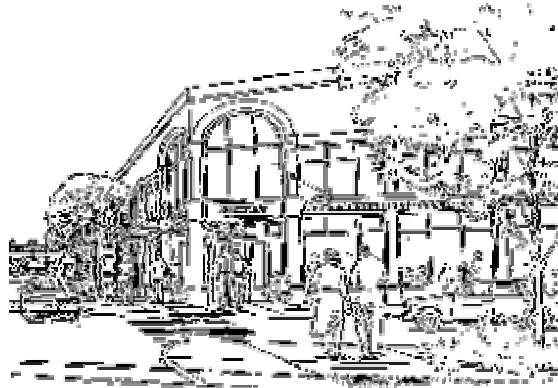


Figure 5

(~~iv~~d) Bear Creek.

(~~A~~i) The edge along Bear Creek should be kept as a natural area, with uses limited to passive activity and trail/pathway connections.

(~~B~~ii) Signage in this area should be limited to traffic, safety and directional information, or be consistent with the public recreational use of the area.

(~~C~~iii) Structures consistent with and supporting passive use of this area may be allowed, but should be kept to a minimum.

(~~v~~e) Sammamish River.

(~~A~~i) The edge along the Sammamish River should serve as an extension of existing activity on the Sammamish River Trail just north of this design area. Uses should include trail and pathway activities.

(~~B~~ii) Signage should be limited to traffic, safety and directional information or be consistent with the public recreational use of the area.

(~~C~~iii) Structures consistent with and supporting trail/pathway activities may be allowed, but should be kept to a minimum.

(~~vif~~) ~~Railroad-BNSF ROW~~ – Pedestrian Crossings. Design and construct City-approved architectural/urban design features, walkways and landscaping on ~~Leary Way~~, 164th, ~~166th~~ Avenue NE and other locations as determined to be necessary. ~~as the result of traffic studies. The connection at 164th will be made when the vehicular access to the site is constructed.~~ (Ord. 1993)

#### **20D.40.125-020 Design Criteria.**

##### **(1) Architectural Guidelines.**

(a) Siting of Buildings. Buildings should be sited to enclose either a common space or provide enclosure to the street. Consideration should be given to the relationship between buildings and adjacent open space areas. All design should appear as an integrated part of an overall site plan. (See Figures ~~4~~, 6, and 7.)

(b) Building Form. The roofline of buildings should be modulated to avoid large areas of flat roof and should include interesting architectural features. Consideration should be given to the appearance from nearby hillsides. (See Figures 1, 3, 6, and 10.)



**Figure 6**



- (i) Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.
- (ii) Large buildings should avoid continuous, flat facades.
- (iii) Avoid the use of false fronts and large blank walls.
- (iv) Facades should be divided into increments through the use of architectural features such as bay windows, offsets, recesses and other devices which break or minimize scale.
- (v) The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged. Column and bay spacing along street fronts should be provided no greater than 36 feet apart in order to maintain a pedestrian-oriented scale and rhythm. (See Figures 1, 5, 7, and 9.)

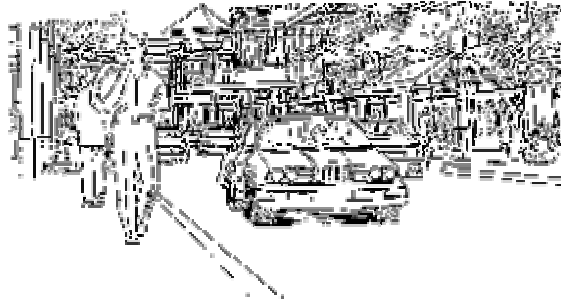


Figure 7

- (vi) Building design should complement the character of adjoining Old Town.
- (vii) Building ~~design must relate in~~ material, colors, scale and form, ~~which are~~ should be harmonious with the surrounding environment in Old Town.
- (viii) Buildings and facades in the ~~Mixed Use Retail Town Center Mixed-Use~~ area should be a combination of brick, stucco-like finishes, smooth finished concrete, and architectural metals. Building facades in the ~~Mixed Use Retail Town Center Mixed-Use~~ and ~~Parkway Office Park~~ areas should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels. Buildings and facades in the Bear Creek Retail area should be primarily masonry products with concrete and architectural metals used for detailing if desired. In all design, there should be emphasis upon the quality of detail and special form in window treatments, columns, eaves, cornices, lighting, signing, etc.
- (ix) Buildings and the spaces between them should relate easily and openly to the external public areas or plazas.



- (x) The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories in the retail core. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged. (See Figures 1 and 6.)
  - (xi) The development of ground level view points on each building level which take advantage of solar access and views of the site's open spaces is encouraged.
  - (xii) The integrity of a building as an individual structure or as part of a series of buildings should be respected.
  - (xiii) Buildings as a whole should be seen as significant architectural elements.
  - (xiv) Storefront design and materials should be allowed to be unique while maintaining the character of the building facade of which they are a part.
- (c) Building Entry. Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entryways. Highlight building entrances through landscape or architectural design features. Building entries should be designed in conjunction with the landscape treatment of pedestrian ways in the parking areas that directly relate to the entry.
- (d) Public Art. Encourage public art in public areas of the ~~design-area~~Town Center district, particularly in and around the ~~Mixed-Use Retail~~Town Center Mixed-Use area.
- (e) Building Orientation. Uses in the ~~center~~Town Center district should be oriented externally as well as internally (as is applicable) by using outward facing building facades, malls, entrances and other design techniques.
- (i) Buildings in the ~~Mixed-Use Retail~~Town Center Mixed-Use and Parkway Office ~~Park~~ areas should abut the sidewalks on at least one side and orient the primary entrance, or entrances, toward the street.



Figure 8

- (f) **Building Colors and Materials.** Building colors and materials shall be selected to integrate with each other, other buildings in the Old Town, and other adjacent commercial areas, while allowing a richness of architectural expression for the various buildings.
  - (i) Buildings should be constructed of materials that minimize light reflection and glare.
  - (ii) Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.
- (g) **Windows and Displays.** Windows and display areas shall be located along pedestrian routes to enhance the pedestrian experience. (See Figures 5, 7, and 9.)
  - (i) Storefronts should be visually open wherever practical. Stores should use enough glass so that the activity inside the store is obvious to the passerby. In all cases merchandise should be easily visible to pedestrians.
  - (ii) Windows shall be provided on the street level in the ~~Mixed-Use Retail Town Center~~ Mixed-Use buildings rather than blank walls to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60 percent of ground floor facades facing streets in the ~~Mixed-Use Retail Town Center~~ Mixed-Use area shall be in nonreflective, transparent glazing. Where windows cannot be provided, art work in window boxes may be used with site plan review approval. (See Figures 5, 7 and 9.)



**Figure 9**

- (h) Future Development Pads. Future development pads shall be designed to relate to the rest of the project's architecture and will provide pedestrian-scale exterior features.
- (i) Design Consistency. Each phase of the development shall be designed to be consistent with, but not necessarily the same as, the balance of the project architecture, including materials, colors, and general style.
- (j) Pedestrian Features. Provide pedestrian-scale external features, including such items as window and glass display cases, street furniture, and covered walkways, and avoid large blank walls.
- (k) Outdoor Pedestrian Areas. The outdoor pedestrian areas shall include special paving treatments, landscaping and seating areas. (See Figures 1 and 4.)
  - (i) Outdoor and ground floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities, and other features of interest to pedestrians.
- (l) Site Entrances. Entrances to Town Center development shall be emphasized with landscape treatments to strongly indicate the pedestrian orientation of these areas.
  - (i) Architectural/urban design treatment of 166th shall encourage pedestrian circulation from the project to the Cleveland Street Retail area.